

Questions and Answers Regarding
Draft OMB Circular on Parking Facilities

1. Q. Are any changes expected to be made before a final circular is issued?
A. Few changes are expected. However, all reasonable proposals consistent with the objectives of the circular are welcome and will be given consideration.
2. Q. How will this affect employee union contracts involving parking?
A. It depends on the specific contract terms. Contracts should probably run their course. Upon renegotiation, the policy in this circular should apply. The circular's objective is to conserve energy, improve air quality, and reduce unneeded subsidies.
3. Q. How much will parking at my agency cost?
A. Parking values will be determined this summer by GSA.
4. Q. When an agency implements fee parking, will it still be required to comply with GSA carpool regulations for parking space allocation?
A. Yes. The policy hopes to achieve even greater carpool use.
5. Q. Will handicapped employees and ~~employees who frequently work hours different from an agency's normal duty day be required to pay for parking space?~~
A. ~~Under FPMR 101-20.117 up to 10% of a facility's parking may be allocated to such personnel without the requirement for carpool participation. Some modification of the fee structure will be considered to handle individuals in compelling circumstances.~~
6. Q. Does this policy apply to contractor employees at government facilities who use government-controlled parking spaces? What about government-owned, contractor-operated facilities?
A. Yes. The objectives of energy conservation and subsidy reduction still apply.

legislative branch agencies on Capitol Hill:

- A. No. However, the Organizing Committee of Congress will be requested to consider a similar policy for the legislative branch.
8. Q. If an agency's parking spaces are valued by GSA at less than \$10.00 a month and the agency believes that passing these costs through to the user would encourage ridesharing, may the agency charge that fee?
- A. Yes. The \$10.00 threshold was selected because the policy applies nationwide. If local circumstances suggest that a lower threshold would be effective, it may be used.
9. Q. How many parking spaces will be affected?
- A. Preliminary estimates are in the 120-130,000 range. Almost 20-25% of these are in the Washington, D.C., area.
10. Q. Must an agency charge visitors for the use of government-owned or leased parking spaces?
- A. An agency may continue existing practice in setting aside certain areas so that the public may have reasonable access to the agency. The policy recognizes that one-time or occasional visitors would not have the opportunity to join a carpool for that visit, and that a one-time parking fee would not discourage the trip.
11. Q. How does an agency establish a means for collecting fees from users of its parking spaces?
- A. This subject will be addressed in the implementing regulations to be issued by GSA. Agency financial management staff should be able to provide advice on this subject.
12. Q. Where can an agency obtain information on how to set up a carpool program?
- A. The Federal Highway Administration and the GSA Public Buildings Service will be able to provide material on this subject. The Tennessee Valley Authority also has an excellent program in operation in Knoxville, Tennessee.
13. Q. If an agency location has an abundance of parking spaces, how will employees have an incentive to form carpools?
- A. Agency facility managers will allocate spaces near work site entrances to carpools and organize carpool matching programs.

Physical reductions in parking space may be considered in some circumstances if a demonstrated increase in carpooling is not realized.

14. Q. If an agency does not have good transit service available, must a fee still be charged?
- A. Yes, if the facility cost exceeds the \$10.00 monthly threshold. Agencies are encouraged to deal directly with the transit authority or company which provides transit services in their city to discuss improvements to transit routes serving the government facility.
15. Q. Does this policy apply to the White House and the Pentagon?
- A. The draft circular applies to those facilities.
16. Q. How can I explain to my employees that this policy will be in their best interests?
- A. There are several aspects to this. First of all, we should remember that many employees already use transit or pay to park, or work at locations which have parking spaces with low economic value. These employees will not be directly affected. It is expected that a good number of attractive parking spaces now used by single occupant cars will become available for carpools. This will benefit those employees who have not been able to qualify for government parking. Also, the individual in a carpool will only face one-third or one-fourth of the parking fee where a fee is in effect, and avoid the cost of driving his or her car at the same time.